Federal Aviation Regulations (14 CFR Part 158).

DATES: Comments must be received on or before August 19, 1996.

ADDRESSES: Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd., Lawndale, CA 90261, or San Francisco Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010–1303. In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. Terry O. Cooper, Director of Transportation, City of Fresno, at the following address: 2401 N. Ashley Way. Fresno, California 93727–1504. Air carriers and foreign air carriers may submit copies of written comments previously provided to the FAA under section 158.23 of Part 158.

FOR FURTHER INFORMATION CONTACT: Mr. Joseph R. Rodriguez, Supervisor, Planning and Programming Section, Airports District Office, 831 Mitten Road, Room 210, Burlingame, CA 94010–1303, Telephone: (415) 876–2805. The application may be reviewed in person at this same location.


On June 20, 1996, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Fresno was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than September 18, 1996.

The following is a brief overview of the impose and use application number: AWP–96–01–C–00–FAT.

Level of proposed PFC: $3.00.

Charge effective date: October 1, 1996.

Estimated charge expiration date: October 1, 1997.

Total estimated PFC revenue: $1,405,482.

Brief description of impose and use projects: Part 150 Noise Compatibility Program Phase I—Sound Mitigation Acoustical Remedy Treatment Program, Airport Improvement Program (AIP) Local Match for Grant Number 3–06–0087–4 (Replacement of Airport Rescue & Firefighting Vehicle, purchase of 20 sets of firefighting protective clothing (tunouts) and the purchase of five hand held radios with multiple channel selection, construction of concrete parking aprons at 3 air carrier gate positions adjacent to the Concourse Building, Airport Sign System Installation, Modification & Replacement Project, Air Operations Area Access Control & Security Improvements Project), AIP Local Match for Grant Number 3–06–0087–15 (Airline Terminal Complex Master Plan, Airport Storm Drainage Master Plan & National Pollutant Discharge Elimination System Permitting Requirements Project), AIP Local Match for Grant Number 3–06–0087–17 (Construction of Concrete Parking Aprons at 3 Air Carrier Gate Positions Adjacent to the Concourse Building, Americans with Disabilities Act (ADA) Required Improvements, Airport Rotating Beacon, Airline Terminal Complex Phase III(A) Schematic Design, Design Development & Construction Documents, Airline Terminal Concourse Interior Construction Improvements), AIP Local Match for Grant Number 3–06–0087–18 ADA Required Improvements, Airline Terminal Concourse Interior Renovation Improvements), AIP Local Match for Grant Number 3–06–0087–20 (ADA Required Improvements, Airline Terminal Concourse Interior Renovation Improvements Part 150 NCP Phase II—Sound Mitigation Acoustical Remedy Treatment Program), AIP Local Match for Grant Number 3–06–0087–22 (Reconstruction of Taxiway “A” Crossings & Taxiway “N” Runup Area, Airfield, Tower & Terminal Power System Replacement, Concourse & Terminal Phase IV Expansion, Preliminary Design, Schematic Design Development & Construction Documents, ARFF Station Improvements: Concrete Apron Reconstructions & Replacement of Vehicle Fueling Systems, Airline Terminal Complex Phase III(a) Schematic Design Development & Construction Documents, Airfield Lighting, Electrical Improvements & Replacement of Emergency Generator System (Design)), Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operations (ATCO) filing FAA Form 1800–31.

Any person may inspect the application in person at the FAA office listed above under FURTHER INFORMATION CONTACT and at the FAA Regional Airports Division located at: Federal Aviation Administration, Airports Division, 15000 Aviation Blvd. Lawndale, CA 90261. In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the City of Fresno.

Issued in Hawthorne, California, on June 27, 1996.

Robert C. Bloom,
Acting Manager, Airports Division, Western Pacific Region.

[FR Doc. 96–18274 Filed 7–18–96; 8:45 am]
BILLING CODE 4910–13–M

Surface Transportation Board 1

[STB Finance Docket No. 32994]

North Coast Railroad Authority—
Trackage Rights Exemption—
California Northern Railroad Company

California Northern Railroad Company (CNRC) will agree to grant interim local trackage rights 2 to North Coast Railroad Authority (NCRA). NCRC will grant NCRA local trackage rights in Mendocino, Sonoma, Marin, and Napa Counties, CA: (1) from NWP milepost 142.5 near Outlet Station to NWP milepost 68.22 near Healdsburg, CA, a distance of approximately 74.3 miles; (2) from NWP milepost 68.2 near Healdsburg, CA to NWP milepost 26.96 near Novato, CA, a distance of approximately 41.2 miles; (3) from NWP milepost 26.96 near Novato, CA, a distance of approximately 1.4 miles; and (4) from NWP milepost 25.6 near Ignacio, CA, a distance of approximately 14.8 miles, a total of approximately 131.7 miles of rail line. The transaction was scheduled to be consummated on or after July 8, 1996.

The purpose of the trackage rights is to facilitate the commencement of NCRA’s freight operations while its petition in STB Finance Docket No. 32943 is being considered by the Board. Trackage rights approved under the class exemption normally remain

1 The ICC Termination Act of 1995, Pub. L. No. 104–88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323–24.

2 The parties to the trackage rights arrangement apparently intend that the trackage rights would expire if the Board acts favorably on NCRA’s pending request in STB Finance Docket No. 32943, North Coast Railroad Authority—Operation and Acquisition Exemption—California Northern Railroad Company, Northwestern Pacific Railroad Authority, and Golden Gate Bridge, Highway and Transportation District, filed May 10, 1996.
The Board will grant a stay if an informed request for a stay should be filed as soon as possible after the exemption's effective date.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on August 18, 1996, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues, formal expressions of intent to file an

\[\text{STB Docket No. AB–55 (Sub-No. 532X)}\]

**Surface Transportation Board**

**CSX Transportation, Inc.—Abandonment Exemption—in Parkwood, Jefferson County, AL**

CSX Transportation, Inc. (CSXT) has filed a notice of exemption under 49 CFR 1152 Subpart F—Exempt Abandonments to abandon approximately 0.9 miles of its line of railroad between milepost ANJ–968.3 and milepost ANJ–967.4 in Parkwood, Jefferson County, AL.

CSXT has certified that: (1) No local traffic has moved over the line for at least 2 years; (2) there is no overhead traffic on the line; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Board or with any U.S. District Court or has been decided in favor of the complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under Oregon Short Line R. Co.—Abandonment—Goshen, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed.

Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on August 18, 1996, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues, formal expressions of intent to file an

**Environmental and Energy Considerations**

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

**Regulatory Flexibility Analysis**

Pursuant to 5 U.S.C. 603(b), we conclude that our action in this proceeding will not have a significant economic impact on a substantial number of small entities. The purpose and effect of the action is merely to update the annual railroad industry revenue adequacy finding previously made by the Interstate Commerce Commission. No new reporting or other regulatory requirements are imposed, directly or indirectly, on small entities.

Decided: July 10, 1996.

By the Board, Chairman Morgan, Vice Chairman Simmons, and Commissioner Owen.

**Vernon A. Williams,**

Secretary.

[FR Doc. 96–18360 Filed 7–18–96; 8:45 am]

**BILLING CODE 4915–00–P**

---

**Railroad Revenue Adequacy—1995 Determination**

**AGENCY:** Surface Transportation Board.

**ACTION:** Notice of decision.

**SUMMARY:** On July 19, 1996, the Board served a decision announcing the 1995 revenue adequacy determinations for the Nation’s Class I railroads. Three carriers (Illinois Central Railroad Company, Norfolk Southern Railroad Company, and Union Pacific Railroad Company) are found to be revenue adequate. The remaining Class I carriers are found to be revenue inadequate.

**EFFECTIVE DATE:** This decision is effective July 19, 1996.

**FOR FURTHER INFORMATION CONTACT:** Leonard J. Blistein, (202) 927–6171.